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STATION : Berlin
OFFICER : AB 36
SOURCE : Murawski
Albrecht
Mansbart
EVALUATION: F
SUBJECT : Agent Security

REGISTRY NO. : KGB-2447
REPORT NO. : BSC/Ops/032
REPORT DATE : 27 February 1947
INFO DATE : 20 February 1947
DATE INFO REC'D: 23 February 1947
PAGFS : 2

NOTE: This is a supplement to BSC/Ops/031, and describes an operation, which - while unproductive from an intelligence point of view - gives an indication of a time-consuming, little advertised but essential function of Berlin SC, i.e. protecting the security of FR agents and operations.

1. On the afternoon of Thursday, 20 February 1947, Berlin SC with the assistance of Berlin CIC carried out an operation designed to locate the blue-black sedan, Berlin registration GB 20-449, which had surveilled Berlin-Lichterfelde Ost, Promenadenstrasse 5 on the afternoon of 18 February 1947, and Berlin-Nikolassee, Von-Luck-Strasse 70 on both 18 and 19 February. The "task force" included two CIC jeeps, both with two-way radio equipment, which patrolled the areas of Potsdamer Chaussee and Spanische Allee, and four sedans covering the triangle Potsdamer Chaussee - Von-Luck-Strasse - Spanische Allee. The operation was carried out from 1600 to 1800 hours. Results were entirely negative.

2. In the meantime, interrogation of Heinz MURAWSKI brought out the following facts. Born in Berlin-Maricendorf on 5 June 1909, MURAWSKI's present address is Berlin-Steglitz, Albrechtstrasse 80. He has had a trucking (Spediteur) firm since 1930. In May 1940 he was drafted and served with the 3te Nachrichtenkompanie, Potsdam-Nedlitz as a telephone operator, but was invalided out in October 1940. Since that time, his firm has placed its vehicles at the disposal of the Fahrbereitschaft Steglitz, and the Hauptfahrbereitschaft, Berlin-Mitte. He claims never to have belonged to the NSDAP, the NSFK, Gestapo, SS or any other Nazi organizations. Among his civilian cars he has two Mercedes sedans: one GB 20-458 and the other GB 31-339. Up to a year ago he had also owned a third Mercedes, a blue-black four door sedan, with Berlin registration GB-20-449. This car he had owned until January 1946, when he gave it as divorce settlement to his third wife. This third wife, Gerda (nee LIERS) MURAWSKI, a 23-year old dark blond, 1.68 m. in height, was now living at Berlin-Steglitz, Wilseder Strasse 2. She had with her their two children, and the menage was completed by a young man, whom MURAWSKI claimed he did not know, who chauffeured the Mercedes.

3. During the evening of Thursday, 20 February 1947, [] again stated his house had been under surveillance, at approximately 1830 hours (a half hour after the ending of the SC-CIC operation), although this time by a different car. However, since MURAWSKI, properly jailed, could not have been involved in what now seemed to be a systematic though clumsy and obvious surveillance, it was decided to arrest Gerda MURAWSKI (possibly the blond in the surveillance party), to whom the Mercedes sedan 20-449 belonged, as well as her lover-driver and possible accomplice. At approximately 2230 hours, an SC party arrived at the Wilseder Strasse 2 address just as the Mercedes was departing. After alerting the rest of the party, the Mercedes was pursued and overtaken by AB 36 and 57. The occupants of the car proved to be the lover, Alfred MANSBART, and a Herr and Frau ALBRECHT. Gerda MURAWSKI was arrested a few minutes later at Wilseder Strasse 2. All four were taken to the Berlin-Fannsee Internment Camp. It was assumed that Gerda MURAWSKI and the two men, together with the Mercedes 20-449 might have constituted the surveillance party. The two men were booked; the women, both with small children at home, were released that same evening after a detailed interrogation which had negative results.

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4. Alfred MANSBART was born 5 May 1923 in Stargard (Pommern). He has been living since 1925 in Berlin. Until October 1946 he lived at Berlin-Neukoelin; since October 1946 he has been living with Gerda MURAWSKI at her flat. From 1937 to 1940 MANSBART was with the Reichsbahn as machinist apprentice, and to July 1941 as a journeyman. In August 1941 he joined the German Navy and had his boot-training in Stralsund. Most of his time up to 1944 was spent in Norway, first in Trondheim and later in Bergen, where he was attached to the Kraftfahrkompanie Bergen. In May 1944 he was posted to Le Havre as a part of the Kampferband "Flotilla 211". In May 1945 he became a PW of the English in Schleswig and worked for the English port authorities until May 1946, when he was released. In May 1946 MANSBART returned to Berlin and worked as a truck driver for a US unit in Tempelhof until September, when he began to work for Gerda MURAWSKI, driving her Mercedes. The Mercedes, at the disposal of the Fahrbereitschaft Steglitz, was and is used by the Hochbauamt Steglitz' branch office at Roosevelt Barracks. MANSBART was able to account satisfactorily for his actions and whereabouts, as well as the whereabouts of the vehicle, during the hours when the reported surveillance had taken place.

5. Willi ALBRECHT, born in Mulhouse, Alsace, on 11 March 1912, has lived in Berlin since 1918. His present address is Berlin-Lankwitz, Falkenhausenweg 57. ALBRECHT was in the Luftwaffe from August 1939 to January or February 1940, serving in a mobile repair unit, and again from May 1943 to May 1945 in a mobile repair unit in Berlin-Frohnau. As an Obergefreiter, he received his discharge in Hannover in June 1946. Since that time he has been busy with his own trucking business. He owns one truck, at present being repaired. In the course of trying to procure replacement parts, he has frequently used the Mercedes belonging to Gerda MURAWSKI. However, he too was able to account satisfactorily for his activities during the hours of interest to this organization.

6. Rechecking with [] disclosed that the car in question was a four-door, all over blue-black sedan, with a (Mercedes) star on the radiator cap, and with a Berlin GB 20-449 registration plate looking as if it were temporarily super-imposed on another plate. A comparison with the Mercedes belonging to Gerda MURAWSKI revealed the following: It is a four-door, blue-black sedan, except that its hood and fenders are yellow, there is a yellow circle on top in back, the radiator cap star is broken off, and the number plate 20-449 is definitely permanently fixed and not hung over another plate. Not only is this car obviously not the one being sought, but its whereabouts elsewhere at the times involved has been established.

7. In view of the evidence obtained, MANSBART, ALBRECHT, and MURAWSKI were released from the Wannsee Internment Camp, as being of no further interest to this organization, on Saturday afternoon, 22 February 1947.

Comment: Despite its admittedly unsatisfactory conclusion, this operation cannot be considered closed. While MURAWSKI, Frau MURAWSKI et al. were able to produce seemingly satisfactory alibis, there is considerable circumstantial evidence implicating Frau MURAWSKI. For one thing, all surveillance of [] ceased with their arrest, for another, the personal descriptions contained in reference report fits Frau MURAWSKI and her companions to an amazing degree. ALBRECHT unquestionably is a mongolic type, while a ski-cap similar to the one Frl. LUTZE described the blond woman in the car wearing has been found on Frau MURAWSKI's dresser. However, existing evidence is insufficient to form definite conclusions, and under Military Government regulations there was no choice but to release the suspects.

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